

which supported the arch gave way, and unfortunately buried three of the men, who were killed on the spot.—The works on the Dumfries section of the Carlisle and Dumfries line will be opened for public traffic in a few weeks. It joins the Caledonian at Gretna, and will bring Dumfries into the general circle of railway communication. Northwards from Gretna several bridges and cattle-creeper are still in a rather backward state; but the permanent iron pathway has been generally laid down. The mason-work on Mr. Ross's contract, which extends a little below Annan to Cummertrees, is all but finished; and the station at Annan will soon be ready for the roof. Mr. Ritson's contract, the next we come to, is not quite so far advanced. The rest of the line up to Dumfries is being formed by the Messrs. Jeff, and is, in all respects, nearly completed. A temporary station, near Dumfries, to be commenced immediately, will be superseded by a large and magnificent fabric.*

VENTILATION OF SHIPS.

SIR,—The suggestions of your correspondent in *THE BUILDER* of the 24th ult. seem to me somewhat superfluous. A great many theories, very excellent on shore, go for nothing at sea. The idea of admitting fresh air to the lower deck by pipes attached to the various masts is open to several objections. If there were but one pipe to each mast, there would be periods when its action would be interrupted. On certain points of the vessel's sailing the pipe would be brought under the lee of the mast, and the current of air reversed. This state of things is warm latitudes, where ventilation is chiefly required, might continue for weeks together, from the prevalence of the trade winds from the same quarter. If the number of the pipes were increased they would be so much in the way as to interfere with the working of the ship. To make channels in the mast itself would be still more objectionable, as tending to weaken a part where great strength in small bulk is absolutely required.

The windails at present in use answer the purpose of introducing fresh air much better than any contrivance that could be substituted for them. They consist of trunks of stout canvass from 14 to 20 inches in diameter, distended by means of hoops at intervals of every 5 or 6 feet, and have an opening at the upper part flanked by two canvass wings. These windails pass down to the lower deck, through the hatches, and are triced up to the stays aloft, and their mouths kept to windward by means of bowlines, and trimmed to every shift of wind.

In large ships, especially men of war, the "galley," or cooking stove, is generally upon the lower deck, and a large funnel ascends from it about the foremast. This funnel is provided with a proper cowl; and if the stove be large enough for the use of the ship, the funnel will always be of ample dimensions to carry off the foul air. The lower deck is certainly the best place for the "galley," as far as regards ventilation; but there are many other reasons besides the want of space that contribute to this position being denied it in small vessels. On board emigrant ships all the danger and inconveniences incident to such a situation would be indefinitely increased. A number of passengers, unlike a well-disciplined ship's company, can never be made to take proper precautions against the danger of fire to which they would be so imminently exposed; no regularity or order could be maintained about the galley, and in the control for precedence which ensues where passengers prepare their own food, the ship's cook would not be able to find room to cook the provisions for the cabins and crew.

As for the great comfort that the females are to take in cooking, or the benefit derivable from the warmth that the fire is to diffuse, I am afraid that the advantages would be more than counterbalanced by the disadvantages. People now suffer on board emigrant ships more from their own laziness and dirty habits than any other cause. Most of the females who take passage in the steerage of an emigrant ship would never see daylight from land to land, if they were not obliged to go on deck for their hot water, kettles, &c. If the steerage

passengers were generally to cook below, there would be no such thing as "breaking them out" at all; and the heat diffused by the galley would add still more to the foul heap of corruption engendered about them.

In fine, it is not any new system of ventilation that is required in ships, but only a proper attention to the precautions in general use; and, above all, such a code of regulations as shall compel the passengers to keep their clothes and bedding dry, clean, and well-aired. As for themselves, they ought to pass eight hours at least out of the twenty-four on deck, when the weather permits. S. E. R.

ART-UNION OF LONDON AND THE BOARD OF TRADE.

ON Wednesday a deputation of gentlemen, representing various bodies of metropolitan artists, had an interview with the Right Hon. Henry Labouchere, at the office of the Board of Trade, to present a memorial agreed upon at a general meeting of artists in May last,* deploring the intention of depriving the prize-holders of the right of selecting the prizes, and praying the Board of Trade to withdraw any interference in this respect with the Art-Union of London, and to permit it to carry out its objects according to its original and vital principle. The deputation consisted of the following gentlemen:—Mr. C. Lushington, M.P.; Mr. J. Jackson, M.P.; Sir W. C. Ross (the Royal Academy); Mr. J. H. Illidge, Mr. G. R. Ward, and Mr. Fredk. Gush (the Institute of Fine Arts); Mr. J. Fahey (the New Water Colour Society); Mr. Geo. Frupp (the Old Water Colour Society); and Mr. E. T. Niemann (the Free Exhibition). The Society of British Artists had previously sent a deputation for the same purpose.

The memorial was signed by more than 300 artists, including half the members and associates of the Royal Academy. Mr. Labouchere said it was a very weighty document, deserving the most serious consideration of the Board, and should certainly receive it.

THE ANCIENT HALL AT SAFFRON WALDEN.

MERCHANT RESIDENCES.

In our last number we gave a view and some account of the ancient hall recently opened to light and then destroyed at Saffron Walden. The *Literary Gazette* of the same date gives some particulars of the building containing it, from which we take the following:—

Its parliamentary writings of about 200 years ago, the earlier having been at some anterior period destroyed, call it the "Iron Crown," but it is conjectural whether it ever was an iron—a common fate with this kind of building,—and the whole edifice would rather indicate that it had been the house of a wealthy merchant of the time of Edward the Fourth, with its jutting upper stories, gabled roofs, mullioned projecting windows and carved sills, open balcony, and stairs leading into it, after the manner of that period. At the west end of this building, and rising from the ground the whole height of it, about 27 feet, is a banqueting-hall, for so we designate it in the absence of anything to indicate an ecclesiastical character. The lower part of this hall is much mutilated by alterations for mercantile purposes in later times, but the upper part is protected by a ceiling and partitions, and covered with paper and whitewash, and in good condition. Appropos of which, mediæval antiquaries are much more indebted to the latter than they would like to acknowledge—or where would have been the mural paintings, and much of the sculptured relief of the middle ages, if it had not been for their preservative the much-abused whitewash? The material used in the general building is oak, but the carved and moulded portions are of chestnut. The only way of accounting for the profusion of the latter in old edifices is, that it must have been imported for superior work, as mahogany and other woods are now; and this hall, with its high narrow windows, carved braces, projecting corbel heads, pendants, and screen, must have been, though not a large

(about 19 by 18 feet), still an imposing adjunct to the mansion of a merchant.

Whether halls of this description, forming a portion of merchants' houses, were of frequent occurrence in those days, there are not now materials enough left to ascertain, and only one or two instances are upon record. Crosby-hall, Bishopsgate, London, affords a splendid specimen of this kind of attachment, although little more is known of its builder, Sir John Crosby, than that he was an affluent merchant and dealer in wool; and the author of "Proslusiones Historice" presents us with a second instance, discovered some years back in Salisbury, which was then restored and fitted up as a china shop. This was clearly ascertained to have been built some time after 1467, by John Halle, who was four times mayor of that city, a wealthy merchant of the staple, and a dealer in wool also; and these two halls, though varying in size and detail, were erected within a period of ten years, and it is probable that the owners and builders, living at the same time, and both being merchants of the staple and dealers in wool, were known to each other; and, as Saffron Walden was then a place where wool-combing was carried on to a great extent, it is not impossible that our host of the "Iron Crown" might have been personally known to his London and Salisbury contemporaries, and followed their example in erecting a private merchant's banqueting-hall, but of the exact date of his existence or his name, there is nothing left to tell.

ON THE MISUSE OF THE TERMS STATUARY, SCULPTURE, CARVER.

If we look at the derivation of these terms, and the manner in which they are now applied, we cannot but be astonished at the departure from their original meaning, shewing how necessary it is that the sense of words should be attended to. A statuary (from *statuarius*) was anciently understood to be a designer and maker of statues, and a statue to be a figure or bust, &c., either standing free of any background, or in bold relief. But we scarcely ever find it used in this sense now; statuary disclaim it, and masons use it to signify a worker in statuary marble. The next term, sculptor, has taken the place statuary should occupy. Our statuary think it presumptuous for an ornamental sculptor to use the term at all; they call him a carver: whereas sculpture (from *sculptura*) is a general term, including all kinds of figure and ornamental work, cut in hard substances in relief. This appears to be the true sense, although it formerly had a wider meaning, and included engraving, &c. The term carver (from *carptor*) ought to be entirely rejected, as unsuitable for any kind of sculptor, and, in accordance with its original meaning, let it be applied to a cutter of meat. How, then, it may be asked, shall we distinguish the various kinds of sculpture?—by some suitable adjunct, if any particular branch be followed, or without any, when all branches are included, as portrait sculptor, architectural sculptor, ornamental sculptor, and sculptor, let the statuary call himself a statuary, and shame the usurper. We should then have terms somewhat more definite and suitable than we have at present. Z. V.

RESTORATION OF "NEWCASTLE."—The ancient castle of Newcastle is in rapid process of restoration by the local Society of Antiquaries. The Norman Chapel has already been renovated, we hear,—every moulding replaced. In the chancel were traces of fire. No remains of stained glass, coloured tiles, or painting on ceiling or walls were found. The ancient floor consists of rough hewn flag-stones about a foot below the later one. A drain channel of lead was discovered in the thickness of the wall over the chancel arch. The next restoration is that of the doorway leading into the great hall, the mouldings of which are being recut. An interesting chamber, of small dimensions, at the head of the stairs leading to the great hall, with an arcade of Norman arches running round three sides of it, is to be next restored. There is to be a banquet in the great hall on 3rd proximo, when the sleeping echo of ancient revelry will be reawakened for the first time for many a day. The whole of the keep has now been leased to the Antiquarian Society.

* See p. 256 under, for report of the meeting.